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CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

COUNTRY Poland

DATE: 25X1X6

SUBJECT Condition of Railroads in Poland

INFO.

DIST. 20 November 1946

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PAGES 3

SUPPLEMENT

ORIGIN

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Grodno-Warsaw

1. The double-track Grodno-Warsaw line via Bialystok and Siedlce was destroyed by the Germans and rebuilt by the Soviets as a normal-gauge, single-track line in March 1945. It was relaid as a broad-gauge line in July 1945; the section Warsaw-Lososna, however, was once more reconverted to normal gauge in September, 1945.

Grodno

2. The Soviets have rebuilt the railway station at Grodno, which had been demolished during the German retreat, and added another story (with a flat roof) to the station buildings. Though the water tower was undamaged, the Soviets had to equip the pumps on the Niemen with new motors to replace those destroyed by the Germans.
3. The railway bridge over the Niemen was destroyed by the Germans, who smashed the pylons down to the very foundations. The Soviets built a temporary bridge on seven pylons, four in the river, one on the Grodno station side, and two on the Lososna side, standing on solid ground. The railway depots in the vicinity of the station were gutted, though the offices on the station premises escaped damage. In the station nine tracks have been rebuilt. The single-track from Grodno to Lososna is normal-gauge as is the Lososna-Suwalki line, which is, however, not in use at present. The switch points at Lososna have been dismantled and installed elsewhere. The roundhouse, which the Germans had considerably extended, was destroyed, complete with turntables, so thoroughly that the Soviets built a wooden shed nearby the former Polish roundhouse in which only two inspection pits were available. Although the station has been rebuilt, the switches have to be operated by hand and only the semaphores are automatically actuated from the signal boxes in the station (May 1946).

Grodno-Wilno

4. The station buildings on the Grodno-Wilno line (two broad-gauge tracks) have on the whole suffered but little damage, and operation (points, switches) is more or less normal. All the important bridges that were destroyed have been temporarily re-erected as wooden structures.

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EXEC.		FBL		FBX	SPDT	CFCB	X		
CONTROL		FBM	X	FBZ	SCO	CTRB	X		
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Wilno

5. The station buildings have not been damaged, and signals are operated automatically. The railway bridges over the Ostrobramska street and near the Rossa Cemetery were also not damaged.

Wilno - Lida

6. The Wilno-Lida section has suffered major damage, and the station at Lida has been severely damaged, though the signalling equipment and switches are functioning normally. The station buildings have been replaced by temporary wooden structures.

Mosty Area

7. The Mosty-Lida section is now a broad-gauge single-track line. The Mosty-Grodno section, which is undamaged, is also broad-gauge. On the Mosty-Wolkowsk section, however, the bridges over the Niemen were destroyed down to their foundations; here the Soviets have erected a temporary wooden bridge some 300 meters below the old bridge and constructed a new embankment. The Wolkowsk Central Station was completely destroyed and has been replaced by a wooden shed. The water tower was also destroyed and the Soviets built a new one in May 1946. The actual road-bed was not damaged. The first station beyond Wolkowsk in the direction of Swilocz is used as a marshalling yard for reloading shipments. A single-track line runs from Swilocz to Janowka. The station at Landarow is undamaged.

Bialystok Area

8. The Bialystok-Wolkowsk section is broad-gauge, and is linked up with the broad-gauge section Bialystok-Grejewo-Kalinin-Koenigsberg.
9. Only the sidings and depots of the Sokolka station on the Grodno line were not destroyed. The Czarna Wies station suffered damage, however, and has been replaced by a temporary wooden shed; the switches are hand-operated. The Czarny block signalling station has been dismantled and re-erected at Wasilkow (6 km from Bialystok). The roof of the station at Bialystok was burnt out and the station has been transferred to the railway premises in Lipowa street (between the old station and the two-level railway bridge over the tracks). The road bridges have been destroyed and replaced by temporary wooden structures. The signal system is in part automatic; only the signals in the cutlying signal boxes were hand-operated. The roundhouse has been severely damaged and the Soviets have erected a temporary shed some 4 km from the station in the direction of Malkinia (on the Warsaw line) beyond the goods station which was also destroyed; this temporary shed holds three locomotives, though locomotives are normally serviced in the open. Passenger trains arrive at and depart from the goods station and not the passenger station, although the platforms and track escaped damage.

Bialystok - Warsaw

10. This is a double-track, normal-gauge line. The station at Lapy and the workshops there were severely damaged and have not been repaired. The bridge over the Narew which was destroyed has only been rebuilt as a temporary structure. The station at Malkinia was completely burnt out, together with its equipment, which is now operated by hand. Though the Malkinia bridge was destroyed, its pylons escaped damage. A new temporary wooden bridge has been erected on wooden piers sunk between the old stone pylons.

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Bialystok - Przesc (Brest Litovsk)

11. The Bielsk Podlaski station was completely destroyed, including the station buildings and technical equipment which was still operated by hand. The station end shed at Czeremcha were severely damaged. The station has been replaced by a temporary wooden structure.

Siedlce

12. Siedlce has not been damaged, and the roundhouse is still standing; the block signalling apparatus has been rebuilt.

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